

evolution that resulted in the loss of his ship and his own life. Rear-Admiral Richard E. Tracey, who is now in command of the Malta, was in command of the vessel at the head of the port column. He saw the danger involved in carrying on the order and refused to answer the signal. Admiral Tryon waited for fifteen minutes, and, receiving no answering signal, he annulled the order and the signal for the evolution was hauled down. Admiral Tryon raised no question about Rear-Admiral Tracey's refusal to obey the order.

John Deasy, Anti-Parnellite member of the House of Commons for West Mayo, was found guilty to-day of common assault, fined £25 and ordered to pay costs. Deasy was placed on trial on a charge of having assaulted a sixteen-year-old servant girl named Ellen Lewis, employed in a house in which Deasy lodged.

VIENNA, July 19th.
Cholera has reappeared in Moscow, Kieff and North-eastern Hungary. In Moscow the outbreak is most serious.

Dispatches to the *Headlines* Rio Grande do Sul, Brazil, via Montevideo and Valparaiso, say that the result has been made upon that town from the land and sea by the revolutionary forces. This assault was freshened when the correspondent called that Admiral Wadellkolk had formally declared in favor of the revolutionists, and had appeared in front of the town of Rio Grande do Sul in a steamship with 500 armed soldiers aboard. When the news of the Admiral's arrival on board the steamship spread in the town, the citizens were terror-stricken. They feared an immediate attack and many of them abandoned their homes and sought refuge in the country lying to the back of the town.

Admiral Wadellkolk postponed bombardment of the town from the sea until the arrival of the insurgent land forces under General Sarinas, the preconcerted plan being to begin the assault from the land and sea at the same time. Meanwhile the Admiral's force was increased by the crew and officers of the gunboat *Candelo*, who declared in favor of the revolutionists, and put their vessel under his command. The Government tug-boat *Manuel Diabla*, while trying to enter the harbour, was fired upon from the gunboat *Candelo*.

General Sarinas's battalions began massing back of the town yesterday morning and last night the bombardment commenced. The result of the fight is now known, because the Government officers in Rio Grande do Sul seized the telegraph office and refused to allow messages to the town South.

There is great excitement in Montevideo over the reports that there are grave troubles in Rio de Janeiro. A censorship placed on the telegraph wires by the Brazilian Government makes it impossible to confirm reports, but the situation has been serious for some time and it would not be surprising if the story should prove true.

LATE TELEGRAMS.

CALCUTTA, July 19th.
The figures just published seem to show that there has been a decided expansion in trade. The total value of the sea-borne trade of Calcutta last month amounted to 513 lakhs, not including Government stores. This is an increase of 14 per cent on the figures for the corresponding month of 1892, and higher than any month of the present year, except January. Exports alone advanced by nearly 18 per cent, an increase of some 46 lakhs.

SIMLA, July 19th.
There is a chance of the Calcutta Mint being immediately abolished as has been suggested, for when the Mint is opened to the coinage of gold is presumed that with the coinage of silver the Government will have practically as much work as in the past.

The fact that the Secretary of State sold no Council Bills on Wednesday shows that the circulation of the Bank is still strong enough to hold out against the Government rate. The question now is whether the Bank will be able to draw upon the alleged hoard of rupees in India and, if so, how long this resource will enable it to be maintained below the Government rate. No gold, of course, has yet come into the Mint of India.

NEW YORK, July 20th.
The Treasury to-day purchased 329,000 ounces of silver at 71.50.

CONSTANTINOPLE, July 21st.
The Khedive leaves here on Monday next. The report that he had asked the Sultan to send Turkish troops to Egypt is unfounded.

ALLAHABAD, July 22nd.
A special telegram to the *Pioneer* dated London 21st July says that Lieutenant-General Clarke succeeds the Duke of Connaught in the Portsmouth command. Major-General East leaves the command in Madras to succeed General Clive as Commander of the Royal Military College, Sandhurst. Colonel Hildyard, Assistant Adjutant-General, becomes Commandant of the Staff College and Colonel Clay succeeds Colonel Hildyard at Headquarters.

LONDON, July 22nd.
The French Yellow Book covering the years 1885 to 1893 has just appeared, according to which M. Waddington reported to his Government last May a long interview he had had with Mr. Gladstone, who refused to admit the special right of France to take in hand the affairs of Egypt, which he said, concerned all the Powers alike. During the civil war in Egypt, M. Develle protested against the attitude of Lord Cromer towards the Khedive, which he said was tantamount to an annulment of the Khedive's authority.

A note from M. Waddington, dated 24th January last, stated that in the event of disturbances in Egypt, France reserved to herself the right to consult the Powers and the Sultan as to necessary measures. Russia also sent a similar note to London.

Lord Rosebery on 1st February, informed M. Waddington that the time was not suitable for the renewal of negotiations for the evacuation of the country by the British, though he was not personally opposed to it.

M. Develle, in a despatch dated 18th February, persisted that an increase in the British forces in Egypt was unnecessary, though he was willing to accept an increase in the native troops as the forerunner of British evacuation.

The match between the Australian team and the All England Eleven resulted in a draw in favor of All England.

Mr. Gladstone, replying to Sir John Lubbock, said it was not at present intended to issue gold against rupees.

The Australian team has beaten Somerset by six wickets. Kent has beaten Surrey by twenty runs.

PARIS, July 23rd.
The French elections commence on the 20th of August.

LONDON, July 25th.
The financial clause of the Home Rule Bill was passed by the House of Commons in Committee last night by a majority of thirty-five.

July 26th.
China is surprised at the demand made by France for the left bank of the Mekong to the twenty-third parallel. China claims both banks of the Mekong to a point further south.

The Mandarin party in China is seeking to force the Government to intervene against France.

CATASTROPHE AT CHICAGO.

ISOLATED ON A BURNING TOWER.

(Special to San Francisco Call)

CHICAGO, July 10th.

The fear that has existed for months in the minds of the citizens of Chicago found its realization to-day in a frightful holocaust at the World's Fair that claimed nearly two score victims and for a time threatened the destruction of the entire White City. The disaster is all the more dreadful because of its sudden transformation from an innocent time into a death-dealing catastrophe.

The structure that was burned—the cold storage warehouse—was one of the smallest buildings of the fair, but did not belong to the Exposition, being an exhibit of the Hercules Iron Works, Inc. and refrigerating machine manufacturers. The building contained a skating rink, three 120-ton ice machines, and in it there were stored large quantities of meat, fruit, and some forty barrels of linseed oil, which added fuel to the flames.

That the fire did not spread to the other World's Fair buildings was due to favorable winds.

The scene of horror was witnessed by many thousands of people, who flocked to the locality when the alarm was sounded, and the night was sickening as one life after another was snuffed out within full view of the multitude, but beyond the reach of human aid.

The fire was not generally observed until about 7.15 p.m., and within thirty minutes the great loss of life occurred. At the first signal the firemen rushed up the huge shaft surrounding the smoke-stack and when at the summit began preparations to fight the flames, which first appeared at this point.

Before the hose could be coupled a cry of horror from the crowd below caused the firemen to look down. They saw in an instant the cause of that cry—they were encircled with flames. The men stood stolidly for a moment in full realization of their danger. Then one grasped the rope which had been lowered for the purpose of raising the hose, and half sliding, half falling, reached the roof ninety feet below in a bruised and burned condition, but still alive.

The crowd below became wild with excitement and weeping women and frenzied men rushed around, wringing their hands and moaning in anguish over their inability to render aid.

Suddenly every eye was turned upwards by the preparations of a fireman to jump. He threw a quick, apologetic leap and landed over and over half a dozen times before he struck the roof, ninety feet below. When the body struck the roof there was a frightful crash and it rebounded far up again into the air.

From this time on bodies rained from the steeps, as after the first wild leap, one man after another jumped in quick succession as the flames closed in below and the heat became more intense.

The very terror of death itself drew every eye to the scene, and while men and women shouted hysterically, the guards were almost powerless to keep the crowd from the danger.

As a firetrap the cold storage warehouse could not have been more perfectly constructed. It was 250 feet long and 150 feet wide. It was made of wood and covered with "stiff," a sort of stucco. The main body of the building was five stories high and in the centre rose the smoke-stack, in the shape of a cupola, 200 feet high. Its base was about 35 feet square, and 50 feet up it was a balcony from which rose a tower, communicating in the month of the smoke-stack, where the fire was first discovered.

In the interior of the tower were wooden beams and framework on which the "stiff" was laid. It is supposed the framework around the mouth of the chimney caught fire from a defect in the flue. At first it appeared an insignificant affair, but knowing the inflammable nature of the structure, Fire Marshal Murphy called all the companies out. With about forty of his men Captain Fitzpatrick climbed the ladder inside the tower to the balcony and from there ropes were lowered to haul up the hose. One had been hauled up when the wind caused the flume to break out in an alarming manner about ten feet from the top of the cupola.

Meantime the fire had eaten its way down the inside of the structure and the all-conscious firemen were standing on the shell of a burning volcano. The fire had been burning severely twenty minutes, when suddenly the flames burst forth around the base of the balcony in a perfect fan.

So terrible was the spectacle that for a moment the crowds stood transfixed with horror, all alike powerless to aid the unfortunate men imprisoned on the balcony 150 feet from the ground.

All the ropes hanging from the tower were rapidly burned away. One hose withstood the heat, however, and John Davis caught hold of it and slid down to the main roof, where he found his face and hands were terribly burned by the flames which enveloped him as he came down. He was taken to the hospital, and the physicians say he will recover.

Two of his fellow-firemen attempted to follow him, but before they were half way down, the hose gave way and they dropped into the seething mass of fire and were lost. Another man started down a portion of rope hanging from the tower, but it gave way and he fell, striking on his head, and was instantly killed.

There now remained, according to the account of various spectators, from twenty-five to thirty men on the tower. They were hopelessly beyond human help, the longest ladder falling short by fifty feet. At this terrible moment Captain Fitzpatrick's tall form appeared in front of the men who were huddled together on the narrow balcony. He seemed to be addressing his brave followers.

As he ceased speaking one of the men crept around the burning balcony and returned a moment later with a rope. It was hastily fastened to the railing around the balcony and thrown to the roof—Fitzpatrick was seen to point to it and a man started to slide down. But ere he was half way the cruel flames rolled up and he was swallowed in the awful vortex. Another tried it and met the same fate. One after another five of the men at this point sprang from the balcony to the roof. If any survived the awful leap they were burned to death afterwards.

The rope had been burned off about half way down, but Fitzpatrick, seeing the men jumping to their doom, seized the strand and started down. He dropped from the end of the rope and caught on a ladder which had been raised to within twenty feet of it. Fire Marshal Murphy, who was on the roof, sprang forward and soon reached Fitzpatrick. A shout of admiration and encouragement went up, and the heroic marshal started back with his friend, but they were enveloped in flames. With the energy of despair he clutched his comrades and slid down the ladder. Both Murphy and Fitzpatrick were unconscious when picked up. The former, however, was not seriously hurt, but Fitzpatrick is not expected to survive the night.

Scarcely twenty-five minutes had elapsed since the discovery of the fire, but so rapid had been its progress that the entire tower was burned away and fell with an awful crash, carrying with it the unfortunate men who were left on the balcony and several friends who were playing on the flames with a hose from the roof. As the firemen fled from the roof one of them picked up the mangled form of one of the men who had

jumped from the balcony and dropped it to the ground, thus saving it from cremation.

Seeing that it was a hopeless task to attempt to save the building, and as all who could escape alive had left it, the remaining firemen directed their efforts to keep the flames from spreading. They had already reached the World's Fair stables and the roofs of several hotels across Stony Island avenue, just outside the grounds, were on fire. The hotels were saved with difficulty, but the stables were destroyed. Less than two hours after the fire started the cold storage warehouse was a smoking ruin. It is doubtful if any bodies will be recovered, so the funeral and burial was the best. Work at the burned building is being carried on in the darkness owing to the destruction of the electric light wires. Six bodies, burned beyond recognition, have been taken from the debris since 8 o'clock.

The following is a list of the dead and injured as far as was known at 10 o'clock:—William Davis, killed by jumping; William H. Demming, fatally burned and crushed by jumping; Philip Brown, on the cupola when it fell; James Green, killed by the cupola; Captain Burton E. Page, killed by jumping; Captain James A. Garvey, burned to death; John McBride, died in the hospital from injuries; Captain James Fitzpatrick, so badly burned and crushed that he died in the hospital to-night; John Cahill, Paul Schroeder, Lieutenant John H. Freeman, and an unknown fireman, burned in the roof.

The following are the firemen missing and undoubtedly dead:—C. H. Blaisdell, M. Dixon, W. A. Hoff, A. L. Otto, M. S. Bond, W. J. Sturm, Lieutenant Monitor, (died in the hospital), Lieutenant Charles Purvis, John A. Smith, and four Columbian guards, names unknown.

The injured are:—W. H. McHenry, probably fatally; E. J. Frank, may die; Frank Berlingberg, will die; S. Nordum and Captain Thomas Barry, may die; John Davis and William Lenahan, probably fatally; Martin Kimball, H. Breckenridge, Marshall James, L. Kenyon, F. H. Donahoe, H. Meyer, W. C. Fisher, G. S. Haman, G. B. French, L. Kenyon, W. Lynch, and Fred Getts. A few weeks ago Marshall Murphy inspected the burned building and reported it to be extremely unsafe. On account of his report the insurance companies cancelled all the risks they had on it, so that the loss is complete.

When the fire broke out there were a large number of visitors in the building, looking at the ice-machines and other exhibits. When the firemen rushed in there was a wild rush for the stairways and exits. In the excitement a number of people were thrown down and badly bruised, though, as far as is known, none were seriously injured.

It is reported by some Columbian Guards that a number of women lost their lives in the building. Firemen discredit the story, but tonight a lady's watch was found on a body so badly burned that it was impossible to tell whether it is that of a man or a woman.

Messages of sympathy from the chiefs of fire departments all over the country have been received by Chief Swenke.

Mayor Harrison was almost overcome when he heard of the calamity, but finally said: "Well, this has settled one thing; the city of Chicago is going to assume control over the Fair buildings as far as protecting life is concerned, and at once to-morrow morning I will see that all buildings are carefully inspected, and wherever changes necessary for the safety of the people are found advisable, they must be made. These things must be looked to, and they will be, if it takes every police officer in Chicago. It is a little late now, but the city will take no more chances."

At midnight the following men were also missing and are said to be lost:—McQuade, engine driver; Ralph Drummond, electrical engineer of the stage building; Howard, Lieutenant of engine company and William Hoyt.

SCOTT'S Emulsion of Pure Cod Liver Oil with Hypophosphites is the most valuable remedy for Consumption, Scrophulous General Debility, Wasting Diseases of Children, Chronic Coughs, and Bronchitis, that has ever been produced. It is very palatable and strengthening. It will cure at once the most violent cough and will give tone, comfort and strength to the sufferer. It restores the combative power of these popular remedies in their fullest form. Any Chemist can supply it. A. S. Watson & Co. (Limited), agents in Hongkong and China.

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MAILS EXPECTED.

THE ENGLISH MAIL.
 The P. & O. S. N. Co.'s steamer *Paschoor*, with the outward English mail, left Singapore on the 9th instant at 6 p.m., and may be expected here on the 12th.
THE AMERICAN MAIL.
 The P. & O. S. N. Co.'s steamer *Para*, with mails, &c., from San Francisco, left Yokohama on the 10th instant, and may be expected here on the 12th.
 The O. & O. S. N. Co.'s steamer *Oceanic*, with mails, &c., left San Francisco for this port, via Honolulu and Yokohama, on the 10th instant.

NORTHERN PACIFIC MAIL.
 The Northern Pacific Steamship Co.'s steamer *Victoria* left Victoria, B.C., on the 23rd ultimo for Yokohama and Hongkong.
THE INDIAN MAIL.
 The steamer *Arratoon* left Singapore on the 5th instant, and is expected here on the 11th.

STEAMERS EXPECTED.

The steamer *Tartar* left Singapore on the morning of the 6th instant, and may be expected here on the 12th.
 The "Glen" line steamer *Glenfith*, from London, left Singapore on the 7th instant, and is due here on the 13th.
 The Austrian Lloyd's S. N. Co.'s steamer *Orion* left Singapore on the 7th instant at noon, and is due here on the 13th.
 The Ocean Steamship Co.'s steamer *Myra* left Singapore on the 8th instant, and may be expected here on the 14th.
 The P. & O. S. N. Co.'s steamer *Formosa* left London for this port on the 14th ultimo.
 The China Shippers' Mutual S. N. Co.'s steamer *Oana*, from London and Liverpool, passed the Canal on the 26th ultimo, and may be considered due at Singapore on or about the 14th instant.
 The P. & O. S. N. Co.'s steamer *Canton* left Bombay on the 5th instant, and is expected here on the 14th.
 The China Shippers' Mutual S. N. Co.'s steamer *Myra*, from Glasgow and Liverpool, passed the Canal on the 6th instant, and may be considered due at Singapore on or about the 27th.

Shipping.

ARRIVALS.
 AMOY, German steamer, 663, W. Wulff, 9th August, 11:10 a.m. Sugar and Wood.—Ed. Schellhaus & Co.
 MANILA, British steamer, 2,711, J. R. Lindon, 9th August, 11:10 a.m. Sugar and Amoy 8th, General.—P. & O. S. N. Co.
 HONGKONG, British steamer, 1,563, James Young, 10th August, 11:10 a.m. Sugar and Amoy 8th, General.—Jardine, Matheson & Co.
 COSMOPOLITAN, German steamer, 552, A. Holts, 10th August, 11:10 a.m. Sugar and Amoy 8th, General.—W. & A. P. Co.
 NANYANG, German steamer, 1,050, F. Schulz, 10th August, 11:10 a.m. Sugar and Amoy 8th, General.—Siemens & Co.
 FRANK, Danish steamer, 397, C. L. Strand, 10th August, 11:10 a.m. Sugar and Amoy 8th, General.—P. & O. S. N. Co.
 TAIKONG, British steamer, 1,505, H. W. Hogg, 10th August, 11:10 a.m. Sugar and Amoy 8th, General.—Jardine, Matheson & Co.
 AGALIA, German steamer, 1,680, G. Petersen, 10th August, 11:10 a.m. Sugar and Amoy 8th, General.—P. & O. S. N. Co.
 CARDIGANSHIRE, British steamer, 1,633, Lincock, 10th August, 11:10 a.m. Sugar and Amoy 8th, General.—Dodwell, Carill & Co.

CLEARANCES AT THE HARBOUR OFFICE.

Tellus, Norwegian steamer, for Kutchinora.
Glenish, British steamer, for Singapore.
Pollux, German steamer, for Singapore.
Kungbat, Chinese steamer, for Shanghai.
Canton, British steamer, for Swatow.
DEPARTURES.
 August 9, *Zafra*, British str., for Amoy, &c.
 August 9, *Savon*, British cruiser, for Nagasaki.
 August 9, *Imperial*, British cruiser, for Nagasaki.
 August 9, *Daphne*, British gunboat, for Swatow.
 August 10, *Alvina*, German str., for Hoihow.
 August 10, *Canton*, British str., for Swatow, &c.
 August 10, *Kungbat*, Chinese str., for Shanghai.
 August 10, *Glenish*, British str., for Singapore.
 August 10, *Stam*, British str., for Swatow, &c.
 August 10, *Natal*, French str., for Shanghai.

PASSENGERS—ARRIVED.

Per *Manila*, from Shanghai, &c.—253 Chinese.
 Per *Taiyang*, from Shanghai, &c.—60 Chinese.
 Per *Agalia*, from Singapore, &c.—40 Chinese.
 Per *Cardiganshire*, from Singapore.—Mr. Dick.

DEPARTED.

Per *Zafra*, for Amoy.—Mr. J. Well. For *Manila*, Mrs. E. Danenberg, Messrs. A. M. Carneiro and C. S. McKinley.
 Per *Natal*, for Shanghai.—Messrs. P. F. Leroy, Percy Swigg, and F. Viccage. For *Yokohama*, Messrs. Dumontier, P. H. Haggard, Esq., and Ch. Duncan Garvey.

REPORTS.

The British steamship *Manila* reports that she left Shanghai on the 6th instant, and Amoy on the 8th. Had fine weather throughout.
 The British steamship *Hongkong* reports that she left Samarang on the 2nd instant. Had fresh north-east winds and fine weather passed through Carimatta Straits on the 3rd. Had overcast and cloudy sky and variable north to westerly winds to Paracel; thence to port had north-east winds and cloudy weather.
 The British steamship *Agalia* reports that she left Hamburg on the 24th June, Port Said on the 31st, Suez on the 12th, Penang on the 31st, Arrived at Singapore on the 3rd, left on the 4th, and arrived here on the 10th. Across the Indian Ocean had a very strong south-west monsoon with heavy sea. Up the China Sea had fine weather and smooth sea.
 The British steamship *Taiyang* reports that she left Shanghai on the 4th instant, arrived at Fochow on the 6th, and left on the 8th; arrived, and left Swatow on the 9th; arrived here this morning. Had strong south-west winds and fine weather to Fochow; thence to Swatow had moderate north-east winds and fine weather. From Swatow to port had light north and north-west winds.

Post Office.

A MAIL WILL CARRY—
 For Swatow and Dell.—Per *Taiyang* to-morrow, the 11th instant, at 9:30 A.M.
 For Swatow, Amoy & Fochow.—Per *Haitan* to-morrow, the 11th instant, at 11:30 A.M.
 For Saigon.—Per *Clevo* to-morrow, the 11th instant, at 2:30 P.M.

SHIPPING IN HONGKONG.

STEAMERS.
 ARDOY, British steamer, 1,100, James Thom, 4th August, Swatow 3rd August, General.—Jardine, Matheson & Co.
 BANTAM, Dutch steamer, 1,457, C. J. van de Berg, 10th July, Bangkok 15th July, Rice.—L. & W. P. Co.
 BELGIC, British steamer, 4,211, Wm. H. Walker, 7th August, San Francisco 13th July, and Yokohama 1st August, Mails and General.—O. & O. S. N. Co.
 CAPE COROMOR, British steamer, 1,650, S. Parfitt, 6th August, Bangkok 26th July, Rice.—Siemens & Co.
 CHOWTA, British steamer, 1,035, F. W. Phillips, 3rd August, Bangkok 26th July, and Koh-loo 26th, Rice and General.—Yuen Fat Hong.

HONGKONG—STEAMERS.

(Continued.)
 CHERO, British steamer, 1,030, A. George, 6th August, Saigon 2nd August, General.—Arnold, Karberg & Co.
 DORIS, German steamer, 771, Petersen, 5th August, 11:10 a.m. Sugar.—Butterfield & Swire.
 EXPRESS OF CHINA, British steamer, 4,000, R. Archibald, 8th August, Vancouver 17th July, and Shanghai 15th August, General.—C. F. R. Co.
 FAIR, British steamer, 117, Captain McLeas, Hongkong Government tender.
 G. G. JACOB, Dutch steamer, 1,565, A. J. de Blinde, 1st August, Java, and Celebes 23rd July, General.—Jardine, Matheson & Co.
 HAITAN, British steamer, 1,183, F. D. Goddard, 4th August, Fochow 4th August, Amoy 6th, and Swatow 8th, General.—D. Lapraik & Co.
 HANOI, French steamer, 735, E. Montelli, 6th August, Hanoi 1st August, General.—A. R. Marty.
 INDEPENDENT, German steamer, 1,003, Schiffer, 11th July, Martimes 15th June, General.—W. & A. P. Co.
 JACOB, DEDERICHSEN, German steamer, 623, A. Hunderwilt, 7th August, Cebu, 2nd August, Wood.—Carlson & Co.
 MATHELD, German steamer, 600, P. Moos, 6th August, Oshon 1st August, and Toton 4th, General.—Siemens & Co.
 MENTON, British steamer, 2,000, Hugh Craig, 8th August, Melbourne 15th June, Sydney 28th, Newcastle 10th, Moreton Bay 2nd, Townsville 5th, Cairns 6th, Cooktown 6th, Thursday Island 8th, Port Darwin 14th, and Manila 14th August, General.—Gibb, Livingston & Co.
 MEXICO, British steamer, 927, B. Branch, 9th August, S. S. S. N. Co. steamer, Timber and Rattan.—Butterfield & Swire.
 PERA CHINA CHOW KLAO, British steamer, 1,012, J. A. Morris, 7th August, Bangkok 15th July, General.—Yuen Fat Hong.
 POLDEX, German steamer, 408, J. Gelfen, 30th July, Saigon 26th July, General.—Melchers & Co.
 PROPOSITS, British steamer, 1,387, W. H. Farward, 14th March, Saigon 9th March, Rice and Paddy.—Arnold, Karberg & Co.
 SHANTUNG, British steamer, 1,535, H. C. D. Frampton, 6th August, Samarang 28th July, Sugar.—Butterfield & Swire.
 TAI-CHONG, German steamer, 548, P. Dahne, 8th August, Bangkok 2nd August, Rice.—Meyer & Co.
 TELUR, Norwegian steamer, 1,048, J. Amundsen, 5th August, Kutchinora 30th July, Coals.—Mitsui Bussan Kaisha.
 TORRION, British steamer, 1,100, John Byron, 31st July, Kutchinora 25th July, General.—John Andrew.
 TSWAN, British steamer, 1,495, G. Ramsay, 6th August, Kobe 30th July, and Moli 31st, General.—Butterfield & Swire.

SAILING VESSELS.

ASVIA, British bark, 1,148, H. W. Dunlop, 5th July, Singapore 17th June, Timber.—Master.
 CHARON WATTANA, Siamese bark, 654, G. Koch, 29th July, Bangkok 15th July, Teakwood.—Hing Lee.
 CIMBRIA, Danish bark, 1,158, H. Pedersen, 9th June, New York 29th December, Kerosene Oil.—H. & A. P. Co.
 EMILIE, German bark, 928, H. Schutt, 21st July, Hainburg 9th July, Belfast.—Captain.
 FALES OF CLYDE, British 4-masted ship, 1,740, David Addison, 3rd August, Cardiff 17th April, Coals.—Government.
 FURU SHU, Hawaiian bark, 980, Mahany, 20th July, New York 5th April, Oil.—Shewan & Co.
 GALVESTON, German bark, 610, H. Jakobson, 22nd July, from Tientsin, Bone.—Butterfield & Swire.
 GEORGE STEVENSON, American bark, 1,878, E. S. Murphy, 6th August, New York 12th April, Kerosene Oil.—Captain.
 HABITAT, British ship, 1,619, W. R. Potter, 14th May, New York 24th Dec., Oil.—Melchers & Co.
 HENRY FAIRING, American ship, 1,879, G. Merriman, 15th June, San Francisco 30th April, Oil.—Master.
 ICEBERG, American ship, 1,135, Treat, 1st June, New York 4th June, Kerosene Oil.—Jardine, Matheson & Co.
 LUCY A. NICKLES, American bark, 1,330, C. M. Nichols, 3rd Aug., New York 6th March, Kerosene Oil.—Melchers & Co.
 NAM SHUN SING, Chinese 3-m. sch., 368, Lok Li Tong, 3rd August, Saigon 24th August, Wood.—Yong Kee & Co.
 SOMALI, British 4-masted ship, 3,339, D. Morgan, 17th May, Singapore 21st March, Ballast.—Oshon.
 TARAPACA, British bark, 445, H. Kennett, 7th August, Sandakan (Borneo), 22nd July, Timber.—Captain.

Intimations.

D. R. KNORR'S
LION BRAND
ANTI-PYRINE.
 (DOSE FOR ADULTS 15 TO 35 GRAINS TROY.)
 IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, PHURIA, INFLUENZA, DENGUE, ZEPHYLAS, HOOPING COUGH, and many other complaints. It is also the best Antipyretic. Highly recommended by the Medical Faculty. Ask for Dr. KNORR'S ANTI-PYRINE. Each tin bears the inventor's signature "Dr. KNORR" in red letters.
 "DERMATOL" is the best Vulnerary; it is used in establishing the closing up of Wounds, is described in medicine.
 To be had at every reputable Chemist and Druggist.
 Supplied constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China.
 Beware of spurious imitations.
 Hongkong, 1st April, 1893. [406]

NOTICE.

NOTICE is hereby given that the TRADE MARKS of the MAN LOONG (M) FIRM, Manufacturers of PRESERVED GINGER and other SWEETMEATS, have been registered in this Colony pursuant to Ordinance No. 16 of 1873.
 Head Office: HONGKONG, CANTON, Hongkong Office: No. 375, QUEEN'S ROAD CENTRAL.
 LEUNG YU SANG, WONG HOI CHOW, Managers.
 Hongkong, 11th May, 1893. [559]

ONE BOX OF CLARK'S N 41 PILLS.

IS warranted to cure all discharges from the Urinary Organs, in either sex (acquired or constitutional), Gravel and Pains in the Back. Guaranteed free from Mercury. Sold in Boxes, 4d. each, by all Chemists and Patent Medicine Vendors throughout the World. Proprietors: The Lincoln and Midland Counties Drug Company, Lincoln, England. [116]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

1893.  1893.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE VIA CANADA AND THE UNITED STATES.
 CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.

TWIN SCREW STEAMERS, 10,000 HORSE POWER.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF CHINA6,000 Tons.....WEDNESDAY, 16th August.
 EMPRESS OF INDIA6,000 ".....WEDNESDAY, 6th September.
 EMPRESS OF JAPAN6,000 ".....WEDNESDAY, 4th October.

THE STEAMERS of this Line pass through the famous INLAND SEA of JAPAN, and Call at VICTORIA, B.C., to Land and Embark Passengers.

The Mountain Scenery on the Canadian Pacific Railway surpasses that of any other Trans-Continental Route.

Passengers Booked to all the principal points in Canada and the United States, and also through to Great Britain and the Continent of Europe, at Current Rates, with Passengers' choice of Atlantic Line.

RETURN TICKETS.—Time limit for prepaid Return Ticket is reckoned from date of issue to date of re-embarking at Vancouver.

SPECIAL RATES (First-class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the service of China or Japan.

The Canadian Pacific Railway is the only Trans-Continental Line extending from the Pacific to the Atlantic Seaboard, and running its own Sleeping Coaches through without change. The Dining Cars and Mountain Hotels on this Route are owned by the Company and their appointments and Cuisine are unequalled.

The Steamers on the Pacific and all Day, Sleeping, and Dining Cars are comfortably heated by Steam during the Winter Season.

EXCURSIONS TO JAPAN.—During the Summer months, Sea Trips can be made from Hongkong to Kobe and back occupying 13 to 14 days only. Return Fare, \$75.

For further information as to Passage and Freight, apply to

D. E. BROWN, General Agent. [3]

Hongkong, 26th July, 1893.

U. S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILING FROM HONGKONG.

PERU (via Nagasaki, Kobe, Inland Sea and Yokohama)Saturday, 26th August.
 City of Rio de Janeiro (via Nagasaki, Kobe, Inland Sea and Yokohama)Thursday, 14th Sept.
 City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)Thursday, 5th Oct.

THE U. S. Mail Steamship

"PERU" will be despatched for SAN FRANCISCO, via NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on SATURDAY, the 26th Aug., at 1 P.M., taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, AND DENVER AND RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of \$10 in addition to the regular tariff rate.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Service, to European Officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full value of same is required.

Consular Invoices to accompany Cargo destined to Ports beyond San Francisco, in the United States, should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, Agent. [1]

Hongkong, 9th August, 1893.

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEY'S WOOD PRESERVER OF ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices. Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board, London, says

"It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings, Hongkong, 19th June, 1893. [1]

SIEN TING, SURGEON DENTIST.

No. 10, D'ARIGULAR STREET. TERMS VERY MODERATE. Consultation free. Hongkong, 27th September, 1892. [376]

DENTISTRY.

FIRST CLASS WORKMANSHIP AND MODERATE FEES.

M. R. WONG TAI-FONG, Surgeon Dentist, (Formerly articled Apprentice, and latterly assistant to Dr. ROBERTS), HAS REMOVED

TO THE BANK BUILDINGS, QUEEN'S ROAD, HONGKONG.

CONSULTATION FREE. Hongkong, 27th July, 1893. [1]

MILLS.

THE attention of SHIPOWNERS, AGENTS and CAPTAINS is called to the Superior Quality of TYTAM FILTERED WATER offered by J. W. KEW & Co., also to the advantages derived from their being able to Supply their Water in one-fourth the time occupied by the old fashioned and obsolete hand pumps.

No Impeding the loading or discharging of Cargo.

Quickest despatch with lowest possible rates

J. W. KEW & Co., c/o Carmichael & Co., Ltd. Hongkong, 13th June, 1893. [64]

F. BLACKHEAD & CO., SHIP-CHANDLERS, SAILMAKERS, COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS AND GENERAL COMMISSION AGENTS.

SOLE AGENTS FOR HARTMANN'S RAHTJEN'S GENUINE COMPOSITION. HARTMANN'S GREY PAINT. DAIMLER'S PATENT MOTOR LAUNCHES, &c., &c.

EVERY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK

AT REASONABLE PRICES. Hongkong, 14th July, 1893. [798]

THE MIKE COAL MINING COMPANY.

THE MIKE COAL is a BITUMINOUS COAL of dark reddish colour. For steam purposes it has been pronounced to be the best and the most economical of all the Japanese Coals. Its export is increasing yearly, and the opinions expressed by several of the largest regular consumers are in testimony of the excellent qualities of this coal.

Attention is called to the following advantages to Ship's Owners and Captains, who coal their bunkers direct from the Undergrind:—

FRESHNESS of the coal.

UNIFORMITY of quality.

FREEDOM from impurities.

Supply in any quantity on shortest notice.

Quick despatch.

BEST of weight, etc., etc.

SOLE AGENTS, MITSUI BUSSAN KAISHA, Ltd. Hongkong, 6th September, 1892. [800]

HONGKONG TIMBER YARD, WANCHAL.

OREGON: PINE SPARS AND LUMBER Always on Hand. L. MALLORY. Hongkong, 24th June, 1893. [728]

Printed and Published by ROBERT FRASER, SMITH, No. 4, Paddis' Hill, in the City of Victoria, Hongkong.